



## Intimations.

**VICTORIA REGATTA.**  
TWENTY-SECOND MEETING.  
FRIDAY AND SATURDAY,  
21st and 22nd December, 1877.

PATRON.  
His EXCELLENCE JOHN POPE HENNESSY, C.M.G.

VICE-PATRON.  
COMMODORE WATSON, R.N.

## SWEARDS.

H. B. GIBB, Esq. Hon. W. KEEWICK,  
W. H. FORBES, Esq. Hon. Col. BASSANO,  
H. HOPFNER, Esq. C.B.  
G. B. KNIGHT, Esq.

## COMMITTEE.

T. JACKSON, Esq., CHAIRMAN.  
Major BRODIEGAN, 23rd W. HYMES, Esq.  
Regiment. A. P. MCLEWIN, Esq.  
H. E. WODEHOUSE, C. V. SMITH, Esq.  
Esq., Esq.  
L. R. S. P. WALKER, H. M. SCHUETZ, Esq.  
23rd Regiment. D. GILLIES, Esq.  
E. L. WOODS, Esq.

DUDLEY C. TRAVERS, Esq., Honorary  
Secretary.

JUDGE.  
J. P. MCQUEN, Esq., R.N.

## UMBERS.

ROWING..... Hon. C. C. SMITH.  
YACHTS..... E. BEART, Esq.  
OPEN SAILING BOATS. E. BURNIE, Esq.

## STARTERS.

ROWING..... Hon. C. C. SMITH.  
YACHTS..... E. BEART, Esq.  
OPEN SAILING BOATS. E. BURNIE, Esq.

FIRST DAY,  
FRIDAY, 21st DECEMBER, 1877.

FIRST RACE.—1 P.M.  
Junior Sculls. For Single Pair Sculling  
Boats. Entrance \$5. Distance One Mile.  
Prize, "Brokers' Cup." Open to any  
one who has never won a Sculling Race  
in China and Japan.

SECOND RACE.—1.30 P.M.  
For Gigs pulled by European Non-Commissioned Officers and Men of any Regiment or Corps in Garrison, or by European Members of the Police Force. Distance One Mile. Entrance \$1. First Prize, \$15; Second, \$5. Out-rigged Boats excluded.

THIRD RACE.—2 P.M.  
The "Chairman's Cup," for Four-Oared Canton Cutters. Distance One mile and a half. Entrance \$10.

FOURTH RACE.—2.30 P.M.  
For Man-of-War Gigs and Whalers. Distance One Mile. Entrance \$1. First Prize, \$15; Second, \$5. No time allowed for Oars.

FIFTH RACE.—3 P.M.  
"LADIES' PURSE." For Single Pair Sculling Boats. Distance One Mile. Entrance \$5.

SIXTH RACE.—3.30 P.M.  
For House Boats. Gigs pulled by Chinese. Distance One Mile. Entrance \$1. First Prize, \$15; Second, \$5. Time allowed for Oars. 6 seconds per Oar.

SEVENTH RACE.—4 P.M.  
International Race, "Challenge Cup"—presented by the Merchants of Hongkong—for Four-Oared Canton Cutters. To be won two consecutive years before being held. Distance One Mile. Entrance \$10.

BALLOON RACE.  
For Man-of-War's Boats, any rig. Entrance \$2. First Prize, \$20; Second, \$10.

YACHT RACE.  
For all Yachts. Entrance \$5. Time allowed for Tonnage, 15 seconds per ton. Cup presented.

SECOND DAY,  
SATURDAY, 22nd DECEMBER, 1877.

FIRST RACE.—1 P.M.  
For Gigs pulled by European Non-Commissioned Officers and men of any Regiment or Corps in Garrison, or by European Members of the Police Force. Distance One Mile. Entrance \$1. First Prize, \$15; Second, \$5. Winner of Second Race on first day, and out-rigged Boats excluded.

SECOND RACE.—1.30 P.M.  
For House Boats. Gigs pulled by Chinese. Distance One Mile. Entrance \$1. First Prize, \$15; Second, \$5. Winner of Sixth Race on first day excluded. Time for Oars, 6 seconds per Oar.

THIRD RACE.—2 P.M.  
"Members' Cup," presented by Members of "The Victoria Recreation Club"—for Four-Oared Canton Cutters. Distance One mile and a half. Entrance \$10. Winner of "The Chairman's Cup" excluded.

FOURTH RACE.—2.30 P.M.  
For Man-of-War Cutters. Distance One Mile. Entrance \$1. First Prize, \$15; Second, \$5. No time allowed for Oars.

FIFTH RACE.—3 P.M.  
Senior Sculls. Cup presented by the Far East Community. Distance One Mile. Entrance \$5. Winner of the "Ladies' Purse" excluded.

SIXTH RACE.—3.30 P.M.  
For Officers of H.M.S. *Audacious* against Fleet in harbour. Cup presented by the Members of the Hongkong Club, to be rowed in Canton Fours. Distance One Mile. Entrance \$10.

SEVENTH RACE.—4 P.M.  
"American Cup," open to all Members and Honorary Members of the Victoria Recreation Club, to be rowed in Canton Fours. Distance One Mile. Entrance \$10.

SAILING RACE.  
For all Open Boats. Chinese excluded. Entrance \$2. First Prize, \$20; Second, \$10.

YACHT RACE.  
For all Yachts. Entrance \$5. Time allowed for Tonnage, 15 seconds per ton. Cup presented by the Victoria Recreational Club.

DUDLEY C. TRAVERS,  
Box Secretary, Victoria Recreational Club,  
Hongkong, 27th November, 1877.

## Intimations.

## Not Responsible for Debts.

*Neither the Captain, the Agents nor Owners will be Responsible for any Debts contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:*

ALVERSTON, British barque, Captain G. Cunningham—Wieler & Co.

ORION, British ship, Captain E. Shrewsbury—Wieler & Co.

COLORADO, American ship, Captain J. Graham—Russell & Co.

KATE CARINE, British barque, Captain James Wilson—Matheson & Co.

ZEPHYRUS, British ship, Captain H. Bates—Russell & Co.

CHARTER OAK, American ship, Captain Staples—Jardine, Matheson & Co.

FORMICA, German 8-m. schooner, Capt. Schweer—Matheson & Co.

ARCYL, British steamer, Captain D. Scott—Jardine, Matheson & Co.

RODERIC HAY, British barque, Captain P. H. Nicolson—Chinese.

HONGKONG, November 27th, 1877.

## POST OFFICE NOTIFICATIONS.

## MAILS WILL CLOSE.

For YOKOHAMA AND HOKKO.—Per *ZANZIBAR*, at 11 a.m., on Saturday, the 1st December.

For YOKOHAMA.—Per *TANAH*, at 1 p.m., on Saturday, the 1st December.

For YOKOHAMA AND FRANCISCO.—Per *BELGIO*, at 2.30 p.m., on Saturday, the 8th December, instead of as previously notified.

## MAILS BY THE FUTURE PACKET.

The French Contract Packet *PIERRE* will be despatched from Hongkong on

THURSDAY, the 13th December, with Mails to and through the United Kingdom and Europe, via

MARSEILLE, to SAVONA, Singapore, Batavia, Galle, Pondicherry, Madras, Calcutta, Bombay, Aden, Suez, and Alexandria.

HONGKONG, November 27th, 1877.

## MEMOS FOR TOMORROW.

## Shipping.

Daylight.—Arrivals for Coast Ports.

10 a.m.—*DIEMNAH* leaves for Shanghai.

Noon.—*EMERALDA* leaves for Manila.

Goods per *DIEMNAH* undelivered after this date subject to rent.

Goods per *EMERALDA* undelivered after this date subject to rent.

## Action.

Noon.—General Weekly Sale by Messrs Lane, Crawford & Co.

## HONGKONG DISPENSARY.

Established 4th, 1841.

## A. S. WATSON &amp; CO.,

FAMILY & DISPENSING CHEMISTS,

WHOLESALE AND RETAIL DRUGGISTS,

IMPORTERS

DRUGGISTS, SURGEONS, NURSES, RAQURERS,

TOILET ESQUIRE, ENCAUSTIC,

AMERICAN, and STOMACH PATENT

MEDICINES

MANUFACTURERS

OF

Soda Water, Lemonade, Tonics, Water,

Gingerade, Potash Water, Samparilla

Water, and other Aromatic Waters.

The Manufactory is under direct and

continuous European Supervision.

Hongkong, June 1, 1877.

## SHIPPING.

## ARRIVALS.

Nov. 25, *A. de Wessel*, American 3-masted

schooner, 565, Spanish Wessel, Swatow

Nov. 27, *Balist*.—CAPTAIN.

Nov. 29, *Roderick Hay*, British barque,

230, P. H. Nicolson, Haiphong Nov. 8,

General.—CHINESE.

Nov. 29, *Black Prince*, British ship, 750,

Wm. Inglis, Sainghai Nov. 25, General.—

TURNER & CO.

## DEPARTURES.

Nov. 29, *Mennion*, for Manila.

29, *Abiel Abbott*, for New York.

29, F. H. Dreese, for Manila.

29, *Auguste*, for Honolulu.

29, *Rosa Boettcher*, for Manila.

29, *Li-eh*, Chi g.b., for a cruise.

29, *Skene-oh*, Chi g.b., for a cruise.

29, *Anadyr*, for Marseilles, do.

29, *Charlton*, for Port Darwin and Cooktown.

## CLEARED.

Per *Venus*, for Singapore.

Per *Hydrood*, for Holloway.

## PASSENGERS.

DEPARTED.

Per *Anadyr*, for Saigon, Messrs John MacNab, A. Perrin, Ferranti, and 9 Chinese;

for Singapore, Messrs MacGubbin, Hugo Denby, and 1 Chinese; for Galli, M. J. Graham; for Aden, Mr Francisco Sanchez; for Marseilles, Mr. and Mrs. Anesley and son, Messrs Rowes, John Kyle, and Schultze; from Shanghai: for Batavia, Mr. Cavallier; for Marseilles, Mr. and Mrs. Luddikhof and servant, Messrs Overbeck, de Heideman, Nielsen, Falck, Chin Fee Fu, Iland, Raymond, Foster, and 18 Chinese; from Yokohama: for Singapore, Mr. de Cristoforis; for Marseilles, Mrs. Bauer, infant and female servant, Mr. and Mrs. Dury, Messrs Farfara, Ebel, Gougen, Dackoku, Palazzo, White, and ten Japanese Students.

Per F. H. Dreese, for Manila, 3 Europeans.

Per *Auguste*, for Honolulu, 38 Chinese.

Per *Charlton*, for Port Darwin and Cooktown, 108 Chinese.

To DESPATCH.

Per *Hydrood*, for Holloway, 38 Chinese.

Per *Venus*, for Singapore, 2 European.

SHIPPING REPORTS.

The British barque *Roderick Hay* reports

Light winds across to Manila, from

the high seas and strong monsoon

to port.

The British ship *Black Prince* reports

Strong northerly wind and thick weather.

## CARGO.

Per S. S. *Anadyr*, for Continent, 3,835

bales Silk; 170 bales Waste Silk, 141 bales

Cocoons, 38 cases Silk, 15 cases Silk

Worm's Eggs, 217 cheets, 268 half-cheet

and 1,116 boxes Tea, and 1,164 pieces Sun-dries.

For London, 928 bales Silk, 60

cheets, 9,108 boxes and 386 cases Silk, and

138 pieces Sun-dries.

## POST OFFICE NOTIFICATIONS.

## MAILS WILL CLOSE.

For SHANGHAI.

For *DIEMNAH*, at 8 a.m., on Friday,

the 29th inst. Late letters received

from 6.10 to 9.30, with 10 cents late

**Answer:**—The flat stays are liable to deteriorate more rapidly; and a person may have been deceived as to the rapidity of the changes.

Mr H. C. Baile was re-examined.—I have made a further examination of the gauges of the *Yesso*. I took the large gauge and found the inside in splendid condition; the spring was weak from constant use, so much so that the hands stand at 6 lbs. without any steam on. I did not take the other gauge. I have had my own gauge tested by the steam fire engine gauge and found it correct. On the 27th November I examined the safety valve in company with the chief engineer, and I found the weight was only lbs. 23.15. The valve I calculate would lift at 30 lbs. to the square inch. I examined the port boiler at request of the Superintendent of Police. The first stay of the gages stay of the in-board side was completely gone, and the second stay was nearly gone. The 1st and 2nd stays on the in-board side have just parted. The centres have not parted; the plates were very thin. Between the 3rd and 4th stay the out-board side, hole has been bored to ascertain the thickness; the hole has recently made.

By Mr Brewster.—I have never seen gages in large boilers. An engineer not accustomed to them might commit an error of judgment as to their power of durability, he may not see the old boiler of the *Yesso*. Captain Ashton was called.—The 2nd engineer always told me that the large gauge in the engine room, was the one they always used, and that it marked 4 or 5 lbs.

He said he could feel a pressure of when the gauge marked nothing, accounts for the log shewing 18 and 20 miles when the log in the engine room recorded 13 lbs.

By Mr Sharp.—I was the Marine Superintendent of the Company. I was in command of the vessel at the time of the accident. When I was Marine Superintendent, I received the logs from the engineers at the end of each trip.

This closed the evidence.

Mr Brewster then addressed the Coroner in the enquiry, and contended that this was an inevitable accident, over which the engineers had no control.

The Coroner summed up the case to the jury, pointing out the responsibility of the engineers in seeing that the boilers were in proper state. He gave the total number deaths at 77 including the second engineer, 28 wounded and 2 slightly wounded. After a long deliberation, the Jury returned the following verdict:—We find that the *Yesso* and several others met their death from an explosion of the starboard boiler of the S. S. *Yesso* in this harbour on the 22nd Inst., and that the explosion resulted from the defective condition of the boiler,—the gusset stays in the forward end being, with the exception of one, corroded through, and the end plate also corroded to a dangerous extent. This state of the boiler was owing to the negligence and want of judgment of the engineers, whom we consequently consider guilty of manslaughter.

We are of opinion that no blame can be attached to any one else.

We would also add that we consider it most deplorable that in a large shipping centre like Hongkong there are no periodical governmental surveys of the boilers and machinery of steamers, as is the case in the United Kingdom.

The inquest was then adjourned till tomorrow at 11 a.m. for the Jurors to sign the formal inquisition.

The Court rose at 7 p.m.

## Marine Court.

### ENQUIRY INTO THE LOSS OF THE BRITISH BARQUE "QUEENSBERRY."

An enquiry was held to-day at the Harbour Master's Office to investigate into the circumstances attending the loss of the British barque *Queensberry*, Captain Hennings. The Court comprised.—The Honble C. May, Chief Police Magistrate (President), Captain Thomsett, R.N., Harbour Master, Thomas Jackson, Esq., Unofficial Justice of the Peace, R. McMurdo, Esq., Government Marine Surveyor, and Mr Samuel Clyma, Master of the British ship *Onida*.

Thos. Hennings, was first examined: I am a master mariner I have been so for 32 years since 1874. I obtained my certificate at Liverpool, it was lost in the ship. I do not recollect the number. I have been to sea for 15 years; I have been principally trading to China, Australia, and the west coast of America. This is my second voyage to China; I was in the same ship before. The *Queensberry* was 628 tons register. She sailed from New York on the 10th May, with a cargo of petroleum for Yokohama (22,000 cases). My crew consisted of myself, First-mate, Boatwain, 8 able Seamen, 2 Boys, Steward, and Carpenter. I had on board my wife and two children. We passed Java Head on the 5th Sept., previous to which we had had no accidents. From Java Head we had light variable winds and fine weather until the 12th Oct. The vessel was wrecked on the 13th. I got observations on the 13th, and made our position 7° 05' N. and 116° 28' E. I had two chronometers on board, and was able to correct their errors and rates by Fernambuco Light House, the Island of Amsterdam, Java Head, St. Nicholas Point and the Great Natuna Island. The Chronometers had gone very badly. At the Great Natuna I rated them on the 23rd September, about three weeks before the loss of the ship. When I got my last observations I had a fair wind. The ship was supposed to be lost on the Horseshoe Shoal. The first time we struck about 5 o'clock I was steering Palawan Passage in order to correct my Chronometer. At noon on the day we struck our lat. was 8° 14' N. by observation and 117° 48' S. by the ship's Chronometers. My own Chronometer put me in 116° 28' S. I reckoned I was 50 miles off the land then. I was steering N. E. by the starboard compass and making about N. N. E. We went 18 miles on that course, and then hauled her up to N. N. E. The ship struck at past 6 o'clock, the land being distant about 25 miles as near as I could judge. When we first struck we had 18 feet of water on a reef, and I ordered cargo to be thrown overboard and got her off and steered N. by E. I took the mate into the cabin and looked at the chart. Our draft of water was 18 feet; when the struck I took a cast of the lead, but not before. There was very little sea only a slight swell; the water was not breaking. Two pieces of the false keel came up. We threw over as near as I could judge about 200 or 300 cases of oil before she floated. We started N. by E. for about 8 miles, as near as I can judge, and then she struck again. She made about 11 inches of water on the reef in about 20 minutes. The hands were pumping all the time till the strike; the second

time I had not made up my mind what I should do with the ship before we struck the second time. The carpenter reported 23 inches of water in the hold when she floated. She was on the reef about 20 minutes. She struck the second time about 7 o'clock; it was then dark. She struck very heavily. The yards were broached up, and the wind was about W.N.W. We had a plain sail set and were going along about 5 or 6 knots. We got the boats out as soon as possible, as when she bumped first she started the rudder and main deck; the wedges fell out of the mizzen-mast, and I expected the masts to fall momentarily.

The Court was then cleared.

When the Court re-opened, Captain Thomsett read the following finding:

We find that the British barque *Queensberry*, official No. 16,928, Thomas Hennings, No. of whose certificate is 89,877, was totally lost on a reef lying off the S. W. coast of the Island of Palawan in the China Sea on 13th October last, while on a voyage from New York to Yokohama, with a cargo of Petroleum Oil.

We find that the Chronometers, by which the ship was being navigated, were of a most untrustworthy character, and their inaccuracy contributed to the loss of the ship.

We find that the master, in endeavouring to avoid the shoals on the Western side of the Palawan Passage, kept too close to the shoals on the Eastern side.

We find that the master, not being certain of his distance off shore, neglected the precaution of trying to obtain soundings.

Considering the great sufferings which the master underwent from the time the *Queensberry* was lost, to the time when he was able to obtain assistance at the Island of Balabac, a period of six days, the Court do not feel disposed to direct the suspension of his certificate. In view thereof, the Court hereby severely reprimands Thomas Hennings and cautions him to be more careful in the use of the lead. The Court take this opportunity of calling the attention of the Government to the kindly and generous manner in which the officer of the Spanish Government at the Island of Balabac received and treated the shipwrecked crew of the *Queensberry*.

They also call attention to the kindly behaviour of the natives of the Island of Palawan, who readily supplied the crew with such provisions as it was in their power to give them.

Given under our hands at Hongkong, this 29th day of November, 1877.

(Signed) O. MAY, Chief Police Magistrate.

H. G. THOMSETT, Harbour Master.

THOMAS JACKSON, Unofficial Justice of the Peace.

ROBERT MCMURDO, Government Marine Surveyor.

SAMUEL CLYMA, Master, British Ship *Onida*.

## Police Intelligence.

(Both Magistrates sitting.)  
29th November, 1877.

### DRUNK AND DISORDINARY.

Francisco Frank, a seaman belonging to the French barque *St. Anne*, was charged by P. C. White (No 842) with being drunk. The prisoner was found lying in the road to the north and the constable told him to get up, he did so, and shortly afterwards the constable was called to remove him from a house, and he was subsequently found lying in the road again. On his way to the station he was very violent. Fined \$1 or 2 days' imprisonment.

### ANOTHER CASE.

William Redman, a steward belonging to the British steamer *Zanzibar*, was charged with a similar offence; he was found lying on Bank Wharf by Chinese Constable No. 124, who put him into a chair. On the way to the station prisoner kicked the chair and broke it. Fined 5 cents and to pay 30 cents damages or go to goal for three days.

### ROGUE AND VAGABOND.

Ip-a-Ng, a coolie, was charged on remand with being a suspicious character, having been found within Victoria Barracks. Ayon, a servant to Private Hill, said that 8 or 9 days back he saw the prisoner outside the wall which separates the yard from the hill, collecting cinders; shortly afterwards a pair of trousers which witness had seen hanging up was missing and prisoner had disappeared. Witness had frequently noticed the prisoner loitering about at the back of the barracks.

John Robinson, a Private of the 28th Regt, said he had frequently seen the prisoner loitering about at the back of the barracks; the trousers in question were witness' property. Prisoner said in defence that he got his living by collecting bones and ashes, but denied that he ever went inside the barracks. Three previous convictions were proved against him, and Mr May sentenced him to one month's hard labour as a rogue and vagabond.

### ALLEGED THIEF.

Li Yung San, a stone-cutter, was charged on remand with stealing a box containing clothing and \$2 in money, the property of one Li Yung Kim, on Nov. 17th. Prisoner was arrested by Inspector Swanston on the 27th. Complainant stated that the defendant had formerly been in his employ as stone-cutter. On the night of the 17th November he was asleep, and his box, the same now in Court, was on his bed and locked. He heard some one come into the shed where he was sleeping with a number of other men, and on looking up saw a man running off with his box. He pursued him along the hill-side; he was sure the prisoner was the thief. He threw the box down and ran away. Witness stopped to pick the box up and others pursued the man but did not catch him. He gave information to the police at Showkeen Station, and on the 27th saw him in custody. Witness, in reply to the prisoner, denied having gambled with him and lost money, he denied that the charge was trumped up. Other witnesses were called, who swore to the prisoner's identity, and Mr Mulgrave proved previous convictions against him. Prisoner denied the charge and called his brother as a witness. Mr May committed him for trial.

### CHINA AFFAIRS AT HOME.

(From our London Correspondent.)  
London, Oct. 19th, 1877.

There appears to be some unaccountable hitch with reference to the projected Chinese Legation in Berlin. As your readers are already aware, Liu, the second Minister here, was stated a long time back to have been appointed, but the matter was "hung fire" in a very strange manner, so much so indeed that there can be no doubt whatever that something is wrong at head-quarters. The usual round of official excuses were given out to the public, the last one being that the Emperor of Germany had not yet returned

to Berlin; but now the Emperor is in Berlin and the Envoy is still in London. In the meantime, Mr H. O. Brown, of the Customs Service, has been appointed the Secretary to the Legation; but this may mean nothing, as that gentleman could of course go back to his old post should the project fail through.

There is a general feeling among those who have seen Liu that he is a little lacking in the suavity and tact which are considered to be the distinguishing characteristics of diplomatic personages. The story in the *World* of his having gone to sleep at one of the Queen's State banquets and awakened with a snort which disturbed the whole august assembly, is, I am told on good authority, true.

Perhaps a selection of classical names may be a little tiring to a Chinese official, but still it showed very little appreciation of the dignity of a Court for him to go off to sleep; and one is inclined to have a suspicion that it may possibly not have been quite so accidental as it appeared, seeing with what propriety Chinese of anything like education can behave when they desire to do so. A little more courtesy will certainly be expected at Berlin, if Liu should go there, but from what I hear I am inclined to think it is quite possible that he may not do so after all. The idea has probably arisen in connection with the revision of the German Treaty now going on at Peking; but whether this will be facilitated much by the movement is open to question.

The Chinese Minister, however, will find his match in dealing with the acute diplomats of the Bismarck school, and so far a good lesson

may be taught them as to the extent to which foreign nations can be or cannot be talked over.

You will see by a letter which has been addressed by Lord Tenterden to the Secretary of the Anti-Opium Society that in connection with the revision of the German Treaty there is said to be very great. Of the condition of Chihli however I can speak from what I have myself seen. During the month of October I travelled from Peking Southwards for some 260 miles through the provinces of Shensi and then for a short distance into the province of Shanxi. Throughout the greater part of my journey I heard most lamentable accounts of the failure of the crops. The farther south I advanced the worse matters became, and by the time I reached the borders of Shanxi I found that the harvest was reckoned to have been only about a twelfth of what it should have been. I was prevented from going on farther, but could I have done so, I have no doubt from what I heard, that another 8 or 4 days' journey would have taken me into a district where people might have been seen every day dying from starvation. I met not a few agricultural laborers and others who were making their way afoot to Peking, hoping to find a means of subsistence, and they told me that in the neighbourhood of their own homes there was no food to be had. I will not now enter into all the details which I might say before your readers, but to know the way things are going, and he seemed to think that the Government imagined the representations from India would be quite sufficient to warrant them in giving a negative to the convention. It would certainly never do to place the whole of the revenue from Opium in India at the mercy of the Chinese, and it is feared that were Sir Thos. Wade's provisions as to *laissez faire* carried out, the Chinese would heap on duties *ad infinitum* at the ports where the Opium was landed, and thus effectually curtail the trade. For my own part, I do not attach quite so much importance to this view of the subject as some do. Opium is an article which can stand a good deal of taxation without being affected as to consumption; and as to the native drug competing with that from India I have been told by the best authorities that there is no danger of this, as the qualities are so widely different. Against this, however, it is argued without reason that the taste in China might change, just as the taste for tea or any other article changes; and then the effects of such a policy as that which is proposed would begin to be felt with some severity.

The various Banks connected with China have held their half-yearly meetings during the present week. They were for the most part thinly attended and evoked but little interest, the accounts are only made up fully at the annual meetings. Considering how bad trade has been generally, China Banking has shown by the dividends declared paid pretty well upon the whole; and things are beginning to look a little brighter in India also.

The taste for Indian tea is now spreading very markedly, and in many cases they are taken in preference to those from China. During this week this has been very markedly the case; and in fact the better classes of China tea have been passed over in favour of those from Assam. The latter have the quality of great strength, but are lacking in the delicacy of flavour of the China tea. At present the taste of the public runs very much toward strong tea, and consequently the Indian are preferred. It may be feared that the grocers will endeavour to mix Indian tea with China the commonest form in which they are sold retail) and so cause a reaction in the public taste; but against this there is of course the chance that the Tea themselves will be improved as the cultivation progresses.

A walk through any large city here affords striking evidence of the effects which have been brought about of late years, by the Suez Canal in all directions; cheap Japanese and Chinese wares are exposed for sale, especially the former, many of which can be bought cheaper here than in Japan. I would recommend your readers to return home to keep their dollars in their pockets instead of spending them in the "Curio" shops, as they will probably give themselves a great deal of needless trouble by doing so.

### CORRESPONDENCE.

(To the Editor of the "CHINA MAIL.")  
Hongkong, Nov. 23, 1877.

Sir,—The *Mail* has lately been largely occupied with correspondence respecting the Band Promenade in the Public Garden. Amongst others "Anodyne" comes forward with his usual jibes.

I feel some astonishment when I read that he refers to "the sudden collapse of the Garden Party at Government House on the night of the 23rd inst." It is news to me to hear that we are the guests of His Excellency, when we trudged towards the gardens and enjoyed the capital music of the Band, and, it may be, a fragrant weed.

"Anodyne" speaks as one having authority, but he may be wrong, and that won't matter a great deal.

Yours,

ONE WHO WAS NOT THERE.

THE FAMINE IN THE NORTH.  
(To the Editor of the "CHINA MAIL.")  
Hongkong, November 29, 1877.

Sir,—Public attention has recently been called to the famine in South India, and something has been done in Hongkong towards raising contributions to send to the relief of those who are suffering from it. Will you allow me space to lay a few words on behalf of the sufferers by the famine which is already beginning to devastate a large tract of country in the Northern portion of the Chinese Empire. In the early part of this year considerable sums of money were raised by the foreign communities resident in China to Japan for the relief of the famine which then prevailed in Kwantung. Happily that province is free now from suffering; throughout the greater part of it the harvest this year has been good, and there is no reason to fear that any unusual amount of distress will be felt during the coming winter. But although that particular district is free now

from the effects of famine, a much larger district is now affected than was affected before, and there can be no doubt that before the winter is over the sufferings of the natives will be very terrible. Readers of the *Peking Gazette* will have noticed that the Chinese Government has been exerting itself greatly during the past four months to provide for the wants of the people in Shensi and Honan. Various sums of money, amounting in all to more than a quarter of a million sterling, have been set apart for distribution amongst the sufferers. In addition to this grants have been made in grain to the extent of about 12,000 tons of rice and millet. But when it is remembered that the population of Shensi and Honan is at present 38 millions and that the greater part of Shensi at all events, is affected by the famine, it will be seen that these grants made by the Chinese are quite inadequate to meet the needs of the case. It is obvious that they would be inadequate even if they were honestly administered, but unfortunately there is not the slightest probability that they will be honestly administered.

The corruption of Chinese officials is perfectly notorious, and it is to officials that the work of distributing the Imperial gifts must be entrusted. But this is not all. Little or nothing has been done by the Government for the provinces of Shensi and Chihli. On the condition of Shensi I know nothing except by report, but the destitution there is said to be very great.

Of the condition of Chihli however I can speak from what I have myself seen. During the month of October I travelled

from Peking to the proximity of a telegraph line, while only quite recently His Excellency—forever the past—threatened to inflict capital punishment in the event of the Government line to Pugoda Anchorage being interfered with. In short, in this matter of *Fung Shuey*, Ting-Tatal has shown an utter contempt for native public opinion as well as obliviousness of his own past public acts. Now, we have lately heard of some trouble in regard to the proposed erection of a foreign house on "The Hill," in which this *Fung Shuey* theory has a prominent place, and we would advise the parties concerned to refer the dispute to the enlightened Ting.

### SHANGHAI. (News.)

Saturday seemed to be a very propitious day, according to the Chinese astrologers, for marrying and giving in marriage. No fewer than five wedding processions—two of them of very ornate character—passed through the streets of the Settlement at intervals during the day; and in the surrounding villages weddings of humbler pretensions were also numerous.

We hear of the arrival by the *Scout* *Mary*

## To Let.

TO LET.  
NOS. 4, and 5, PECHILI TERRACE, ELGIN  
STREET.  
Apply to LANE, CRAWFORD & Co.,  
Hongkong, July 30, 1877.

A N O F F I C E T O L E T .  
Apply to LANDSTEIN & Co.,  
Hongkong, September 15, 1877.

## TO LET.

HOUSE No. 10, Albany Road, lately  
occupied by the Rev. R. H. Kidd,  
"Blance Villa," Pok-foo-lum, Furnished.  
House No. 9, Seymour Terrace,  
Nos. 9 and 11, Queen's Road Central,  
with spacious Godowns attached, at present  
occupied by Messrs BUTTERFIELD & SWINE.

DAVID SASSOON, SONS & Co.,  
Hongkong, October 13, 1877.

## TO LET.

THE Dwelling House and Offices No. 1,  
D'Aguilar Street, lately in the occupa-  
tion of Messrs DOUGLAS LAPRAIK & Co.  
Apply to DOUGLAS LAPRAIK & Co.,  
Hongkong, July 9, 1877.

K WONG HING CHEUNG & Co.,  
Coal Merchants.  
Have always on hand for Sale every  
description of COAL at Moderate Prices.  
Mr ARYON has been appointed Manager,  
and all Orders addressed to him at 5,  
Praya, or to Mr FAY JACK, at 30, Hing  
Lung Street, will receive immediate atten-  
tion.  
Hongkong, March 19, 1877.

## Mails.



STEAM FOR  
Singapore, Penang, Point de Galle,  
Aden, Suez, Malta, Brindisi,  
Acre, Venice, Mediterranean  
Ports, Southampton,  
and London,  
Also,

Bombay, Madras, and Calcutta.  
THE PENINSULAR AND ORIENTAL STEAM-  
SHIP NAVIGATION COMPANY'S Steamship  
"VALTOR," Captain J. C. BASSET, will leave  
this on THURSDAY, the 6th December,  
at Noon.

For further Particulars apply to  
A. LINN, Superintendent,  
Hongkong, November 28, 1877.

Occidental & Oriental Steam-  
ship Company.

TAKING THROUGH CARGO AND  
PASSENGERS FOR THE UNITED  
STATES AND EUROPE,  
IN CONNECTION WITH THE  
CENTRAL  
and

UNION PACIFIC AND CONNECTING  
RAILROAD COMPANIES

AND  
ATLANTIC STEAMERS.

THE S. S. "BELGIO" will be de-  
spatched for San Francisco via Yokohama, on SATURDAY, the 8th December,  
at 8 p.m., taking Cargo and Passengers for  
Japan, the United States and Europe.

Connection is made at Yokohama, with  
Steamers from Shanghai.

Freight will be received on Board until  
4 p.m. of the 7th December. PARCEL  
PACKAGES will be received at the Office  
until 8 p.m. same day: all Parcel Packages  
should be marked to address in full; value  
of same is required.

A Reduction is made on Return Passage  
Tickets.

For further information as to Freight  
or Passage, apply to the Agency of the  
Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent,  
Hongkong, November 27, 1877.

## U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP  
COMPANY.

THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND COACHES  
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CITY OF  
TOKIO will be despatched for San  
Francisco, via Yokohama, on WEDNES-  
DAY, the 19th December, at Noon, taking  
Passengers, and Freight, for Japan, the  
United States, and Europe.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan  
Ports, to San Francisco, to Atlantic and  
Inland Cities of the United States via Over-  
land Railways, to Havana, Trinidad, and  
Demerara, and to ports in Mexico, Central  
and South America by the Company's and  
cometing Steamers.

Through Passage Tickets granted to  
England, France, and Germany by all  
trans-Atlantic lines of Steamers.

A REDUCTION OF TWENTY PER  
CENT on regular rates is granted to  
OFFICERS OF THE ARMY AND NAVY,  
AND MEMBERS OF THE CIVIL AND  
CONSULAR SERVICES IN COMMISSION.

Freight will be received on board until  
4 p.m., 18th December. Parcel Packages  
will be received at the office until 8 p.m.  
same day; all Parcel Packages should be  
marked to address in full; value of same  
is required.

Concurrent Invoices to accompany Overland  
Cargo should be sent to the Company's  
Offices in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.

For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 3 Praya Central.

RUSSELL & Co., Agents,  
Hongkong, November 27, 1877.

## Notices to Consignees.

GERMAN STEAMER, FERONIA,  
SCHULZ, Master, FROM HAMBURG,  
PENANG AND SINGAPORE.

CONSIGNEES of Cargo by the above  
Steamer are hereby informed that  
their Goods are being landed and stored  
at their risk in the Godowns of the  
Undersigned, from whence delivery may be  
obtained.

Consignees wishing to take delivery of  
their Goods from the Boats alongside the  
Wharf are at liberty to do so.

Goods remaining in store after the 30th  
Instant will be subject to rent.

No Fire Insurance has been effected.

Optional Cargo will be forwarded unless  
written notice to the contrary is given  
until 10 o'clock To-morrow.

Bills of Lading will be countersigned by

W. PUSTAU & Co.,  
Agents,

Hongkong, November 23, 1877.

no30

## FROM LONDON AND SINGAPORE.

The S. S. Nemesis having arrived,  
Consignees of Cargo are hereby informed  
that their Goods are being landed at  
their risk into the Godowns of Messrs  
Norton & Co., whence delivery may be  
obtained.

Optional Cargo will be forwarded to  
Shanghai, unless notice to the contrary is  
given before Noon on Monday, the 26th

Instant.

Cargo remaining undelivered after the 30th  
Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

OYLPHANT & Co.,  
Agents,

Hongkong, November 24, 1877.

no30

## NOTICE TO CONSIGNEES.

STEAMER ZANZIBAR, FROM LON-  
DON, AND SINGAPORE.

THIS Steamer having arrived, Consignees  
of Cargo are hereby informed that  
their Goods are being landed, at their risk,  
into the Godowns of Mr. J. Y. V. SHAW,  
whence delivery may be obtained.

Consignees wishing to receive their  
Goods on the Wharf are at liberty to do so.

Optional Cargo will be forwarded on,  
unless notice to the contrary be given  
before Noon, To-morrow.

No Claims will be admitted after the  
Goods have left the Godowns, and all Goods  
remaining after the 5th Proximo will be  
subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

MELCHERS & Co.,  
Agents,

Hongkong, November 25, 1877.

no31

BRITISH BARK ORANGE GROVE,  
FROM HIAGO.

CONSIGNEEs of Cargo by the above-  
named Vessel are hereby requested to send  
their Bills of Lading to the Under-  
signed for countersignature, and to take  
immediate delivery of their Goods, otherwise  
they will be landed and stored at their  
risk.

RUSSELL & Co.,  
Agents,

Hongkong, November 26, 1877.

no32

COMPAGNIE DES MESSAGERIES  
MARITIMES.

S. S. DJEMNAH.

## NOTICE.

SHIPS' COMPADEDORE AND  
STEVEDORE,  
No. 57, Praya, Wan.

SHIPPING SUPPLIED WITH ALL KINDS OF  
COAL, WATER, BALLAST, FRESH  
PROVISIONS & OILMAN'S  
STORES

Of the best quality and at the shortest notice.

Hongkong, May 1, 1876.

no33

AH YON,  
SHIPS' COMPADEDORE AND  
STEVEDORE,

No. 57, Praya, Wan.

SHIPPING SUPPLIED WITH ALL KINDS OF  
COAL, WATER, BALLAST, FRESH  
PROVISIONS & OILMAN'S  
STORES

Of the best quality and at the shortest notice.

Hongkong, August 24, 1877.

no34

Volume Sixth of the  
"CHINA REVIEW."

NOW Ready.

## NO. II.—VOL. VI.

—OF THE—

CHINA REVIEW

CONTAINS—

The Rhymes of the Shih-king.

Brief Sketches from the Life of K'ung-ming.

(Continued from Vol. V., page 667.)

The Wild Silk-worms of the Province of  
Shantung.

Notes on Chinese Grammar (Continued from  
Vol. V., page 392).

Geographical Notes on the Provinces of  
Kiangsi.

Translations of Chinese School-books.

Short Notices of New Books and Literary  
Intelligence.

Bankruptcy in China.

The Share taken by Chinese and Ban-  
men in Respectively in the Gov-  
ernment of China.

Laws of Sale amongst the Chinese.

Studies in Words.—Roots Meaning One.

The Character 仁.

Chinese Antiquity.

Shin Versus Shangshu.

A Chinese-Primer.

A Rare Manchu Coin.

Were Yao and Shun Historical Person-  
ages?

Native Literature on Chinese Papoclain.

Books Wanted, Exchanges, &c.

No Fire Insurance has been effected.

J. Y. V. SHAW.

Hongkong, November 28, 1877.

no35

CONSIGNEEs of Cargo per above  
Steamer, are hereby informed that  
their Goods are being landed and stored  
at their risk in the Godowns of the Under-  
signed, from whence delivery may be  
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